UNDP

UNITED NATIONS DEVELOPMENT PROGRAMME

Distributed on request
DP/PROJECTS/7162

ENGLISH

APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF
MOZAMBIQUE

(MOZ/91/007) - Management Assistance to Labour-based Feeder Road Rehabilitation and Maintenance Programme

IPF:(1987-91) $66 009 000
(1992-1996) $92 009 000

Date of approval by the AC:[1]	23 October 1991
Expected duration:	Five years
Proposed executing agency:	ILO
Government implementing agency:	National Directorate of Roads and Bridges (Ministry of Construction & Water)
Proposed UNDP contribution:	$5 852 600 Source of funds: IPF

Project background

Mozambique's classified road network is comprised of 27.000 km roads, 5000 km of which have asphalt pavement, the remainder being earth and gravel roads. The entire road network suffers from major pavement deficiencies to an extent that almost 70 percent of the roads are impassable. The poor conditions of the roads have made surface transport severely restricted. This is a major constraint for rural development, as necessary inputs cannot reach the target population, nor can agricultural surplus be brought to the market. Furthermore, the impassibility of roads has been the principal factor for the excessively high costs of relief activities in Mozambique, as airlifts often are the only way to reach those affected and in need for emergency supplies.A number of steps have been taken to improve the situation. The UNDP-funded pilot demonstration projects (MOZ/85/007), (MOZ/89/009) have shown the cost effectiveness and appropriateness of labour-based methods in the Provinces of Gaza, Inhambane and Manica demonstrating the feasibility of improving and maintaining secondary and tertiary roads using locally available manpower and materials; and have proved the employment potential of labour based works. (MOZ/85/007) Labour Based Feeder Road Rehabilitation project was evaluated in June 1989 by a joint Govt/UNDP/ILO Evaluation Team. The evaluation report confirmed the appropriateness of the labour intensive approach and strongly recommended a gradual expansion of the project. Other recommendations included the continuation of WFP inputs and the encouragement of female participation.

Having recognized the importance of road rehabilitation to economic and social recovery, the Government launched a Roads and Coastal Shipping Rehabilitation programme

[1] This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

(ROCS), which states the Government's policies and outlines an overall strategy for rehabilitation, human resources development and maintenance for these sectors. The National Directorate of Roads and Bridges (DNEP) launched, within the framework of ROCS, a National Feeder Road Programme (FRP). The FRP was presented to the International Donor Community during a National Workshop in October 1990, and received positive responses from a wide range of organization. The strategy is to rehabilitate between 1992-96 approximately 2400 km of secondary and tertiary Feeder Roads in 40 priority districts to all-weather gravel roads, using labour intensive methods. Simultaneously, sustainable road maintenance systems, which rely on local resources and local participation are to be introduced on the rehabilitated roads. Accordingly, a consortium of donors has agreed to fund the programme.

Description of project

This Umbrella Project Document provides a general framework for a number of project components for which agreements will be concluded with different donor agencies. These agreements will cover the actual rehabilitation and maintenance works in the field. The main objective of the project is to develop and strengthen DNEP's institutional capacity to effectively plan, programme, guide, control and coordinate a nation-wide labour based Feeder Roads Programme, funded by a donor consortium and executed at Provincial and district levels by the Provincial Road and Bridges Enterprise (ECMEP's). About 2400 km. of secondary/tertiary roads are expected to be rehabilitated to all weather gravel standards using labour-intensive methods.

A Core Management Unit will collaborate with the DNEP at Central level and ECMEPs at Provincial level in effective management of the FRP: development of policies and procedures; overall co-ordination; logistics and procurement of equipment; institutional capacity building through implementation of training programme; monitoring through regular field visits and quarterly Steering Committee Meetings. The project also provides the framework for Technical Assistance support to segments of the programme where only donor capital assistance inputs are available (such as UNCDF support of two labour-intensive brigades and one mechanized brigade in the Angoche district of Nampula provinces). At the provincial and district levels the project will provide assistance to the ECMEP's to increase their capacity to effectively plan, execute and control labour-based feeder road rehabilitation and maintenance works, establishing road rehabilitation and maintenance brigades in the FRP priority districts; and training of ECMEP site supervisors in management of labour-based road rehabilitation works and to control maintenance activities.

Inputs

UNDP will provide at the central level: one civil engineer, CTA (60 man-months); one training Adviser (30 man-months); a mechanical adviser (60 man-months);a logistic officer (60 man-months); one UNV monitor/counterpart specialist (60 man-months); at the regional level: three construction advisers (162 man-months); three UNV accountants (162 man-months); technical assistance to UNCDF road project MOZ/89/C02: one project manager (42 man-months); one road engineer mechanized brigade (42 man-months); one road engineer/labour intensive brigade (42 man-months); one mechanical foreman/mech.brigade (42 man-months); one mechanical foreman/labour intensive brigade (42 man-months); one bridge engineer (42 man-months); one UNV surveyor (four man-months); one UNV accountant (42 man-months); internal travel costs; and construction equipment.

Financial data

	$
Personnel	5 212 600
Training	200 000
Equipment	270 000
Miscellaneous	170 000
Total	5 862 600